

1960-61	5,051,650
1959-60	5,017,479
1958-59	4,275,675
1957-58	4,046,524
1956-57	3,684,830
1955-56	3,282,444
1954-55	2,879,366
1953-54	2,478,366

PASSENGER TRAFFIC

ECONOMIC IMPACT

The Airport's spectacular growth to a position as the nation's fifth major hub of air passenger traffic has had an impressive economic impact on the entire Bay Area.

San Francisco's capital investment as of June 30, 1961, amounted to \$60,261,000. Tenants have invested an additional \$35,000,000-plus, including United Air Lines' giant maintenance base. The Airport provides employment for more than 14,500 persons with an annual payroll of \$110,000,000, of which more than \$80,000,000 is distributed in Peninsula cities where most Airport employees live. One thousand more employees are expected within a year.

Besides its economic effect in the terms of payroll, the Airport represents the greatest concentration of taxable wealth in San Mateo County where it is located. Airport properties in 1960 paid nearly \$1,200,000 in county taxes.

1960-61	119,585,659 pounds
1959-60	111,986,915
1958-59	103,177,998
1957-58	88,273,800
1956-57	89,486,910
1955-56	75,366,072
1954-55	57,184,920
1953-54	46,694,469

AIR EXPRESS AND FREIGHT

SIXTEEN SCHEDULED AIRLINES SERVE THE SAN FRANCISCO BAY REGION

American Airlines
British Overseas Airways
Delta Air Lines
Flying Tiger Lines
Lufthansa German Airlines
National Airlines
Pacific Air Lines
Pacific Southwest Airlines
Pan American World Airways
Qantas Empire Airways
SF&O Helicopter Airlines
Trans World Airlines
United Air Lines
West Coast Airlines
Western Airlines
Japan Airlines

CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION





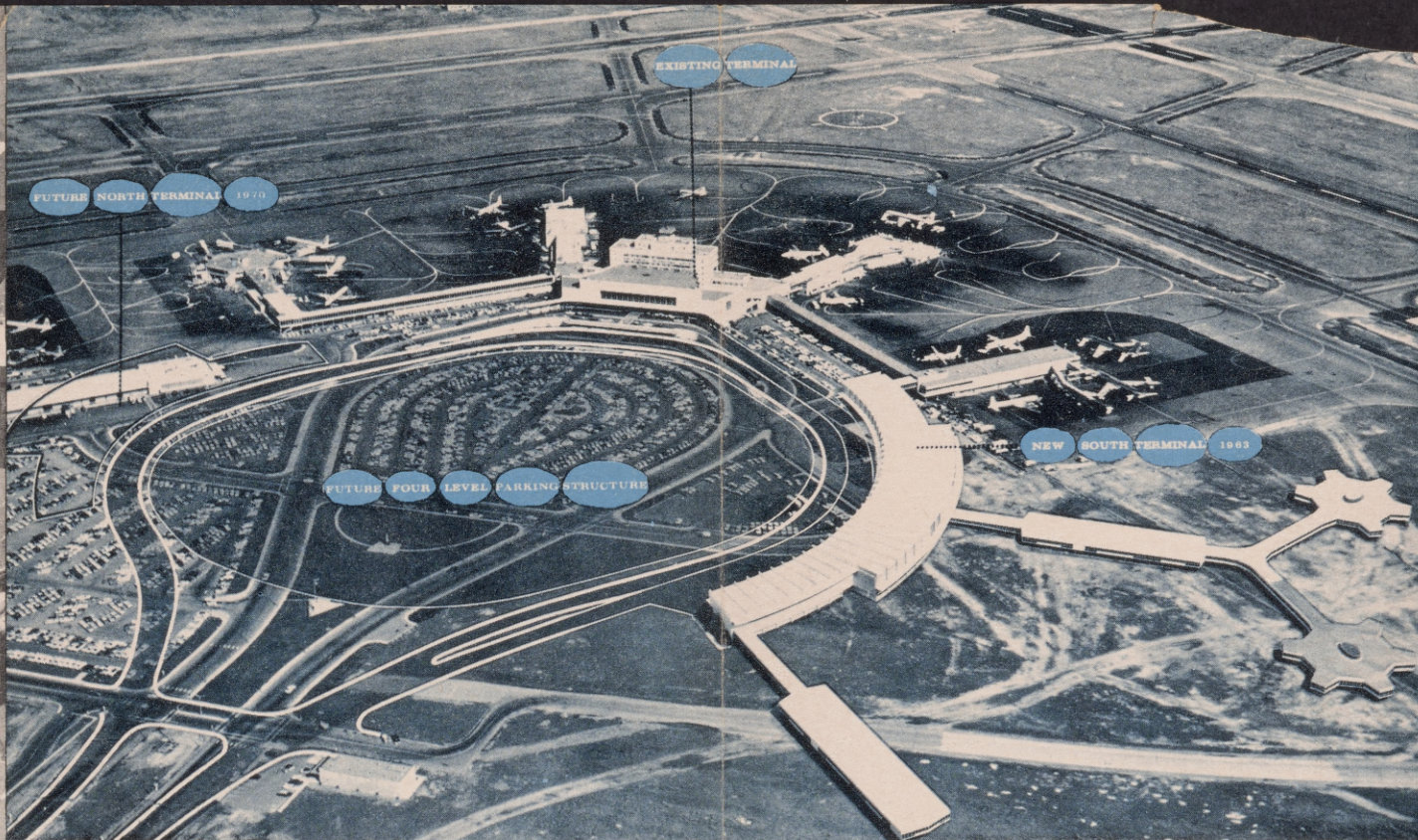
Telescopic corridors—"jetways"—connect United Air Lines' DC-8 jetliners (above) to Pier "B" at SFIA. Future development of terminal area to year 1970 is shown, right above.

INTERNATIONAL GATEWAY

San Francisco has been America's principal port of entry and departure for the vast Pacific Basin and the Far East for more than 100 years. The City's growth—and, indeed, the growth of the entire Bay Area and of Northern California—has been geared to its deep-water history.

But during the past three decades San Francisco and the area it serves have felt the explosive impact of a tremendous new growth factor—the "coming of age" of commercial aviation. The City—its lifeblood commerce—responded to the challenge by constructing one of the world's great airports on the mudflats of San Francisco Bay in northern San Mateo County.

With its present facility equipped to meet the demands of jet-winged aircraft, with renewed emphasis on expansion plans to meet the rapidly approaching requirements of the future, San Francisco International Airport continues the City's historical "international gateway" position in the wonderful Age of Air.



SAN FRANCISCO INTERNATIONAL AIRPORT

HUB OF AIR COMMERCE

At the present 16 scheduled airlines utilize the Airport in providing service to all parts of the world. They average a landing and take-off every four minutes every day, and handle approximately 14,000 passengers daily.

A completely self-sufficient city in itself—as exciting and cosmopolitan as the City whose name it bears—the Airport is uniquely equipped to serve its burgeoning population of travelers.

Every need of the air traveler has been provided for—from the Federal Government's myriad navigational aids required for the safe flow of air traffic, as well as Customs, Immigration, Public Health, Weather Bureau and Post Office services, to an inviting medley of restaurants and bars (including famed International Room), shops, banking, insurance, parking and rent-a-car services, even to a special nursery for mothers with small children. In addition there is the beautiful new \$2,500,000, 300-room Hilton Inn.

NEW HORIZONS AHEAD

Preparing to meet the challenge posed by commercial aviation's dynamic growth, the Airport is swiftly proceeding with a massive development of its terminal area.

Highly imaginative yet thoroughly practical, the master plan calls for the addition of two terminal arms to the existing terminal building, with an 8,000-car, multi-level garage filling in the oval to be formed by the complex. The first arm—an \$8,500,000 project now under construction—will be completed in 1963, the second by 1970. By the time this program is completed, passenger traffic is expected to exceed 9,000,000.

Air express and freight have soared 156 per cent in the last eight years. With a continuation of this vast increase anticipated in the next five years, San Francisco is now moving toward the concept of an "Air Cargo City" at the Airport. Meanwhile, three large airmail and cargo buildings have been placed in operation; a fourth is planned for early construction.